

H. H. BAILEY AND FAMILY OFF ON AUTO TOUR TO CALIFORNIA

El Pasoans Make a Run to White Mountain Inn; W. H. Tuttle to Motor to Roswell; Several Cars Make Tour to Dam, Las Cruces, Cox's Ranch, Globe Springs, Mundy Springs and Down the Valley Tours.

Mr. and Mrs. H. H. Bailey, Miss Marie Newton and Harry Newton Bailey in their White car left Saturday afternoon for an overland trip to California. Miss Marie Newton will remain in El Paso as the guest of Dr. and Mrs. H. H. Bailey until the first of June. She will then go to Arizona for a short visit and will join her parents in San Diego, after they have visited the Grand Canyon and motored through to California.

Mr. and Mrs. W. G. Dunn, Mr. and Mrs. J. F. Williams, Mr. and Mrs. J. A. Hopper, Mr. and Mrs. W. B. Latta and Mrs. Waters Davis composed a week-end party that went to White Mountain Inn. The party, traveling in Mr. Dunn's Buick and Mr. Hopper's Ford, left El Paso Saturday and returned Monday.

W. H. Tuttle, accompanied by Mrs. W. S. Tilton and Bill Tuttle, his son, will leave about the middle of the week on an automobile trip to Roswell to bring home Joseph Tuttle, another son, who is a cadet in the military academy at that place. The trip will be made in Mr. Tuttle's Hupmobile.

To Elephant Butte.
Mr. and Mrs. C. S. Stewart in their Wharton car motored to Elephant Butte dam Saturday morning, returning Sunday night. With them were their children, Miss Helen Stewart and Robert Stewart, and Miss Jane Burpee. Accompanying the Stewarts to the dam

were Mr. and Mrs. W. W. Turney and Mr. and Mrs. James L. Marr in the Turney's Cadillac car.

T. A. German drove to the dam Saturday and returned Sunday evening. He was accompanied by Miss Lavinia German, Mike Connerion and Miss Grace Gray. The trip was made in Mr. German's Reo touring car.

A party of young men motored to Elephant Butte dam Saturday in Glen Scott's Ford car, returning Sunday night. In the car were Glen Scott, Aurelius Scott, W. C. Hagdale, Alvin Cochran and Ralph Chapman. They made the trip without accident and report the road above Anthony very good for the entire way to the dam. The road between Fort Selden and Cutler, N. M., they report in perfect condition.

A party of business men drove to the dam Saturday afternoon and returned Sunday night. The trip was made in Edgar Kayser's Buick and Jacob Miller's Buick. Those who made the trip were: Edward Ledwidge, Walter Butler, Adolph Hirsch, Charles Hirsch, Adolph Schur, Jacob Miller, E. W. Kayser and H. Kayser.

To San Augustine.
James C. White and wife and J. I. McCullough and wife drove to Organ, N. M., and Las Cruces Sunday in Mr. McCullough's Overland car. They went by way of San Augustine, passed and stopped at Organ, where Mr. McCullough has mining interests. When near the W. W. Cox ranch the party met W. W. Cox in his auto, out of oil. He was given enough oil to enable him to get back to his home.

Mr. and Mrs. G. A. Martin and son, Chris, in their Chalmers, took Mr. and Mrs. Fred Knollenberg and daughter, Elizabeth, for a run to Cox's ranch and back Sunday. They found the wild flowers along the road in the Cox ranch the most beautiful they have seen for years. The whole country is covered with beautiful yellow California poppies, wild daisies and various other desert flowers.

Miss Laura Flinn, of Detroit, Mich., and F. G. Higgins motored to Las Cruces Sunday, going by way of the San Augustine Pass.

Mr. and Mrs. W. M. Petticoles and family in their Velle, and Mr. and Mrs. C. L. Vowell and Hubert Sharp made the trip to Las Cruces Sunday, returning over the San Augustine Pass along the east side of the Franklin mountains.

J. J. Kaster and wife and T. J. Stafford and wife drove to Globe Springs Sunday in Mr. Kaster's Studebaker "35."

On "The East Side."
Mr. and Mrs. Horace W. Broadbush with their young children motored to Newman, N. M., Sunday in their Overland car. They spent the day visiting Mr. and Mrs. H. L. Newman, jr.

Miss Gail Leamaster, who is the valedictorian of the graduating class of the high school, was the guest of honor at a picnic party at Mundy Springs Sunday, given by Mr. and Mrs. L. J. Locke. The trip to the springs, about 20 miles up in the Franklin mountains, was made in Mr. Locke's Buick car. In the party were Miss Gail Leamaster, Miss Ruth Moore Morris, Mrs. G. H. Allen, Mrs. E. N. Leamaster and Mr. and Mrs. Locke.

Trip to Las Cruces.
Mr. and Mrs. Van Wilson motored to Mesilla Park Saturday, where they were the guests of Dr. and Mrs. A. S. Robertson. The trip was made in their Ford.

Dommon Montoya and family drove to Las Cruces Sunday in Mr. Montoya's Buick touring car. Mr. and Mrs. F. G. Billings, having as their guests Mr. and Mrs. C. M. Gibson, made the trip to Las Cruces and returned Sunday. Mr. Billings visited the settlement of many automobileists in declaring the road between El Paso and Anthony "a disgrace to El Paso county." The trip was made in Mr. Billings's Hupmobile.

P. J. Simmons, Mrs. Simmons and Miss Vilas Simmons drove to Las Cruces Sunday, accompanied by Dr. and Mrs. J. W. Cathcart and Miss Florence Cathcart. The trip was made in Mr. Simmons's Velle car.

Up the Valley.
Mr. and Mrs. H. B. Stevens, Miss Ruth Critcher, Miss Della Brick, Phillip Margaret and Mrs. H. B. Stevens, jr., made the trip up the valley above Caminito Sunday, where they picnicked. The trip was made in Mr. Stevens's National.

Dr. C. A. Reinmund, driving his Hudson, motored to his ranch near Anthony Sunday. He had as his guest Dr. M. P. Schuster.

Mr. and Mrs. W. R. Farrot in their Ford car motored to La Mesa Saturday. Their guests were Mr. and Mrs. E. C. Richards.

To Fabens and Clint.
Mr. and Mrs. J. E. Bischoff, Mr. and Mrs. L. A. Eddy and Mr. and Mrs. H. A. (Holt) motored to Fabens Sunday in Mr. Bischoff's Maxwell. The party stopped at the Valley Inn at Ysleta for luncheon.

Mr. and Mrs. Edgar Held, having as their guests Mrs. E. J. Campbell and Miss Pearl Lee, motored to Clint Sunday. The trip was made in Mr. Held's Ford.

Mr. and Mrs. R. E. Kelly motored to Clint in their Buick car Sunday, with them were their four daughters. On their way back they met with an accident in colliding with the Ford car driven by C. L. Sheay, but fortunately no one was hurt.

New York Women Raise Fund for Treatment of 150 Drug Fiends Daily

New York, May 24.—Through the generosity of a group of New York women whose names are withheld, the city will soon be enabled to give daily treatment to 150 additional drug victims. The necessity for treatment of this character became obvious immediately after the Harrison bill aimed at illegal dealers in narcotics became effective on April 1.

The plans for expending the fund which has been donated for this purpose are such that it will go much further than might be supposed. A building will be erected on Riker's Island by convict labor, thus representing only a small cost. When the building is completed the staff of physicians treating drug cases in the city's hospital on Blackwell's Island will be transferred to the new institution.

A dollar saved by buying goods produced elsewhere is a dollar thrown at your neighbor's birds.

CALIFORNIA ROAD BLOCKED BY SAND

One Route Still Open; Two Closed; Rinehart-Locke Party Make Logs.

Windstorms on the desert have made impassable for the present, the planked road from Yuma to Holtville, Cal., and have also made the Mammoth Wash impassable, but there is still a good road open to California, an old road, but new to auto travelers. R. H. Rinehart and Harry Locke were advised today by Rinehart's garage at Yuma of the condition and The Herald was advised simultaneously by W. J. Rand from San Diego.

Mr. Rinehart writes that the planked road will be uncovered in a few days and says he will keep posted on conditions and advise tourists when the road is open again. However, he says, there is a comparatively good road westward along the north side of the E. F. tracks from the Mammoth Wash to Niland (old Imperial Junction) and a fine road from Niland, through Calapatria through the Imperial valley to El Centro and back on the Borderland. He says the road from the Mammoth Wash to Niland is an old one, used years ago, but overlooked by motorists recently.

Terrific Sandstorm.
Mr. Rand sends the same information except he says that the road from Mammoth Wash to Niland is very rough. Dating his letter at San Diego, May 21, Mr. Rand says: "We arrived here last night, driving all the way from Glamis by way of Niland. We started out of Yuma towards Holtville over the planked road, but were stopped by a sandstorm which rendered it impassable. We spent from 9 a. m. to 5 p. m. backing off the planks and back about a mile to the road to Glamis, it being impossible to turn around at any point. The windstorm continued for three days straight, so we had to stay up at Glamis for three days, as it was impossible to see how to drive in the storm. I would advise all automobilists bound for California to take the new road from the Mammoth Wash west to Niland, as it is passable. There is no danger of sinking in the sand anywhere, but it is rough. The road leads from Niland to El Centro and San Diego."

Rinehart and Locke Return.
R. H. Rinehart and Harry Locke and their wives returned to El Paso at 2 o'clock this morning in a Velle from a tour of road mapping to Elephant Butte dam, Palomas Hot Springs, Hualar, Lake Valley, Florida, Deming, Payson Hot Springs, Hurley, Santa Rita, Fort Bayard, Silver City, Tyrone and Lordsburg. They returned to El Paso direct from Lordsburg. They report the roads good everywhere and a fine trip. They went from here to the dam and then visited the other places in the order named above. The data gathered will be incorporated by Mr. Locke in a road book which he and Mr. Rinehart will put out in a short time.

Logging Dixie Highway.
The chamber of commerce has been advised that a log of the Dixie and the Ocean-to-Ocean highways, beginning at Savannah, Ga., is being made. The work is in charge of Croft Harpner, who is now at Weatherford, Tex. He is expected to arrive here in a few days, when he will be supplied with data regarding the roads to the west.

Colon, Panama, May 24.—The rebuilding of Colon, about half of which was destroyed by fire on the afternoon of April 26, is occupying the attention of both the government of Panama and of the canal zone authorities. Both have committees which will act jointly in the work of formulating plans.

The reason for the joint action is that most of the island of Manzanillo, on which the city is located, is property of the Panama railroad, the government of Panama owning only about 100 lots. That part of the city destroyed contains all of these lots.

A number of plans already have been discussed with a view to preventing the recurrence of disastrous fires. One of the important things that the committees will undertake to do will be the widening of certain streets so as to form a fire hazard.

Strict building regulations are to be compiled and adopted by the municipality. Hitherto there have been no restrictions whatever, except regarding sanitary requirements. Any type of wooden house was permitted. The existence of two concrete buildings, the Museo Tecnico and another across the street, is all that saved the large wooden cannery building of the Panama canal with its million dollar stock from going up in smoke. These structures effectively stopped the flames.

The real estate property loss, according to the books of the local fire insurance company, is placed at fully \$1,250,000. The Chinese merchants who hold the most important stocks of all kinds of goods in the city, while the stocks of other merchants will probably bring the total fire loss to \$2,500,000.

Canas Covers for Cows, While Togs for Milkmen, Douglas Doctor's Decree
Douglas, Ariz., May 24.—This county farm is to have a model dairy, according to an announcement by Dr. W. A. Greene, county hospital superintendent and city health officer.

The cows will be milked in a celled room, floored with concrete and lined with fly traps. The cows will be covered with white canvas and milking time so only the udders will be exposed. The cow's tail will be tied down to keep it from getting in the milk bucket or the milkman's eye. Bobby, will thus be unable to switch flies, but, theoretically, there will be no flies to switch. The fly traps will have a net of them.

So much for the cow. The milkman will be dressed in spotless white duck coat and trousers and white shirt—soft collar—when he does his duty night and morning.

S. S. DRAGOO HIT BY AUTO WHILE CROSSING MAGOFFIN
S. S. Dragoo, an elderly man, residing at 1028 Magoffin avenue, was severely injured Saturday night about 8 o'clock at the corner of Magoffin and Ochoa street when he was struck by an automobile owned and driven by Francisco Martinez. Mr. Dragoo was taken to the emergency hospital, where it was found he had sustained two broken ribs, a badly bruised thigh and several cuts and scratches.

The stories conflict as to who was at fault. Mr. Dragoo claims that the machine had plenty of time to pass him, while Mr. Martinez stated that he saw the man ahead and started to swerve to one side when the victim stopped back with the result that he was struck. Witnesses state that the machine was going at a moderate rate of speed and stopped 20 feet beyond the scene of the accident.

Mr. Dragoo was taken to his home. Martinez was charged with reckless driving and released on bond.



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Jewish Refugees Form Regiment In Egypt To Fight England's Enemies

London, Eng., May 24.—The Alexandria correspondent of the Jewish Chronicle sends to that journal an interesting account of the formation in that city of the Zion Mule Transport Corps, a Jewish legion composed almost entirely of refugees from Palestine. Those refugees who were of Russian nationality expressed the desire to serve under the British flag, and the British military authorities immediately took steps with a view to forming a Jewish regiment under command of Col. J. H. Patterson.

STATE ASSOCIATION OF JITNE MEN TO BE ORGANIZED

To form a state organization as provided for in Texas, the Auto Service Association of San Antonio, Texas, has called a state convention to convene at San Antonio June 14 and 15 in Woodmen's hall.

The importance of this convention, the call says, is to regulate the insurance feature and to organize associations in the state of Texas, a question

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